Purify And Enrich Your Blood

By Taking YER'S STEAM MAY BE SUPERSEDED

It was the Only Sarsaparilla Admitted At World's Fair.

AYER'S PHLIS for the Liver.

IF THE BABY IS CUTTING TEETH BE SURE and use that old and well-tried remedy. Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child softens the gum, allays all pain, cures wind colle and is the best remedy for diarrheea. 25 cents a bottle. self-ly

> HARRIET HURBARD AVER'S RECAMIER CREAM

WILL CURE PIMPLES SAMPLE POST PAID ON RECEIPT OF 25 CTS.

151 West 31st st. - - - - - - New York. Scrofula, Blood Poison, Cancer, Ezzema, Tetter and all other disorders of the blood nermanently cured, and all taint eliminated from the system by S. S., the greatest purifier.

SHAKER DIGESTIVE CORDIAL. Does not core all discuses, but it will cure Dyspepsia or Indigestion. All druggists. h27-w,th.s.mlv THE MOST EFFICACIOUS STIMULANT TO EX-cite the appetite is Angostura Bitters, the genu-ine of Dr. J. G. B. Siegert & Sons. At your dealers.

RAILWAY SPEED RECORD.

The English Train That Made It Con-sisted of Only Three Coaches.

The railway racing from London to Aberdeen closed with the contest of August 23. The record rests with the West Coast (London and Northwestern) road-540 miles in 512 minutes (eight hours, thirtytwo minutes) as described recently in The Star. The train was reduced to three car-riages only, each forty-two feet long, and Perth was omitted as a stopping place. The trains on the rival roads are now making the trip in ten and a half to eleven hours, and are composed of from ten to twelve coaches.

In summing up the results of the speed trials, the London Telegraph says:

"As far as the matter affects the general community, it is not a question of mere racing and record-beating, but of what maximum of speed ought, under normal conditions, to be attained over the various systems throughout the country, and to what extent such a speed ought to become general. On this subject, wholly apart from the principles and side issues involved in the recent feats of 'racing,' a representative sought an interview with a prominent official connected with the Great Northomeial connected with the Great North-ern service—a gentleman whose experience of many years and high position in the railway world entitle him to speak with authority on such matters.

"In order that the question in all its de-talls may be thoroughly understood it will

talls may be thoroughly understood it will be as well to give expression to his views regarding the various aspects of the sub-ject called into consideration by recent events. Thus, first and foremost, there arose the question of the safety of the public and the company's servants, and in this connection the following observa-tions were made:

None of the trains, either on the East "None of the trains, either on the East (Great Northern) or the West coast (London and Northwestern) are running at a higher speed than are many of the daily expresses. We very frequently run over certain portions of the line at between sixty and seventy miles per hour daily, whereas the scheme of these trains is to do between fifty-eight and sixty-two an hour over the whole lowner. This is a hour over the whole journey. This is accomplished by lightening the trains, so that they may proceed up hill as fast as they can down, and by reducing the number of stations at which a stop is made.

"It is principally a matter of reducing the weight of the train. An ordinary one that they may proceed up hill as fast as they can down, and by reducing the number of stations at which a stop is made.

"It is principally a matter of reducing the weight of the train. An ordinary one on the Scotch route consists of from tentofourteen vehicles. The "racing" trains, on the other hand, are limited to six, or at the outside eight coaches, so that the engine has presented by the storage battery method of traction have not been idle, and, as will presently be shown, they are now ambitious to try conclusions with the trolley as to economy and general efficiency. The overhead trolley in these six years has spine has presented an arranging by and now it is a remote on the other land, are the control of the other land, and the control of the other land, and that it has in ordinary circumstances. This enables it to go up inclines at practically the same speed that it runs down them when carrying the load of an ordinary train. In fact, a level pace is atnary train. In fact, a level pace is tained during the whole of the journey.

THE BRONCHO.

As a Result of His Environment He is

From Harper's Magazine. A few words about this horse-the horse of the plains. Whether or no his fore-fathers looked on when Montezuma fell, they certainly hailed from Spain. And whether it was missionaries or thieves who carried them northward from Mexico, until the Sioux heard of the new animal, certain it also is that this pony ran wild for a century or two, either alone or with various red-skinned owners; and as he gathered the sundry experiences of war and peace, a wit sharper than the street Arab's, and an attitude toward life more blase than in the united capitals of Europe.

I have frequently caught him watching with an eye of such sardonic depreciation that I felt it quite vain to attempt any

ansas City to rope a buffalo as an adver-sement for the stock yards. The train opped to take a look at the solitary horse-an fast to a buffalo in the midst of the ains. Jose, who had his bull safely roped, louted to ask if they had water on the ain. "We'll bring you some," said they, the left his accomplished pony in sole large of the buffalo.

never the huge beast struggled for hopeless. The boy got his drink, and unjudyer sent him out a car for the o, which was taken in triumph into a City behind the passenger train, dexican narrated the exploit to his zer thus: "Oh, Shirley, when the atast they all give three greata big for me, and then they give three to bigger cheers for the little gray."

"Dead Broke on English." From the New York Herald.

There was a great crowd at the ball

FACING THE FUTURE

Transportation Companies Experimenting With Electricity.

The Conduit System Contrasted With the Deadly Trolley.

RECENT DEVELOPMENTS

In the course of an interesting article in Harper's Weekly Mr. John Gilmer Speed considers the future development of electricity as a propulsive power on railroads, and reviews its past and present uses in an is structive manner. Speaking of the great interest being taken in the subject by the managers of steam railroads, their experiments with various forms of the applied power, and the prospective line between Washington and Baltimore, to be run at a high rate of speed, Mr. Speed has this to

"These things not only stimulate speculation as to what may happen in the early future, but show that the most intensely practical men in the industrial world have panionship, even animals that are wild and already recognized that the electric motor has reached a stage in its development when it is a cival to the steam locomotive

in its own field.

"And the recently made alliance between the Westinghouse Electric Company and the Baldwin Locomotive Works, the largest in the world, affords another illustration of in the world, affords another illustration of a recognition by practical experts that the time has come for the extension of electricity in the business of transportation. This is not an amalgamation of two companies, but an alliance by which each company can avail itself of the plant and the patents and the experience of the other. Mr. D. L. Barnes, the consulting engineer for the two companies, says that the hither-to unsatisfactory results in electric locomotives were frequently to be attributed to the lack of experience in practical railroading of the electricians who devised them.

"No establishment in the world is better prepared than the Baldwin works to give practical expression to new ideas in railroad engines. It may therefore be taken for granted that the future motors for the Westinghouse alternating current will be as nearly what they should be as possible. This alternating current, it is maintained, will enable those who use it to operate trains much farther away from the power house than is practicable at present on the trolley lines generally in use. Neither the managers of the Baldwin works nor those of the Westinghouse company are boasting or prophesying, but both express confidence that through the new alliance they will be able to meet all reasonable demands made upon them." upon them.

Conduit Systems for the Cities. Referring to these new developments in electric locomotives, the writer refers to the past events in the railroad world. "Stx years ago," he remarks, "the trolley line built by Mr. Frank Sprague in Richmond, Va., had only been in operation a little Va., had only been in operation a little over a year, and the electrical engineers were busy in their endeavors to find some method of applying electricity to street car traffic in such a way as to overcome the prejudices of the public. The economy of the overhead trolley system had been demonstrated to all, but the general public was firm in the oninion that serious danger was firm in the opinion that serious danger larked in the overhead wires. Against the storage battery system, where each car-carried its own propelling power in an ac-cumulator, there was no such prejudice. Indeed, this method of propelling street cars met with so much popular favor that one of the arguments against giving street one of the arguments against giving street franchises to companies proposing to use overhead trolleys was that the develop-ment and perfection of the storage system would soon render the trolley system ob-solete. But the storage battery system is not more extensively used today than it was in 1889, and the storage battery in electrical dynamics for several years past has chiefly been used as an adjunct of other systems and for the purpose of tak-ing up electrical force which would other-wise, or in the absence of a convenient

"The prejudice which has prevented the cverhead trolley from getting into many large cities has not operated against the underground or conduit trolley system. There were difficulties of insulation, or account of the rain and sleet and snow, which until recently have prevented the successful adoption of this system. But these difficulties have been overcome, and the conduit system, more expensive, to be sure, to install than the overhead method. sure, to install than the overhead method, is now in successful operation. If cable reads in large cities are unobjectionable, then this conduit system will be less so, for the cars will run more smoothly, and there will be much less noise."

Electricity in Place of Steam.

An interesting description is given of the branch electric line the New York New Haven and Hartford Company is now operating over the seven miles beof being stelen and of being abandoned in tween Old Colony House Station to Nantasthe snow at inconvenient distances from ket Beach, which shows how much a dehome, of being ridden by two women and a baby at once, and of being eaten by a bear, his wide range of contretemps brought him a wit sharper than the street Arab's, and over four miles out of the total length, the sharpest being ten degrees. The heavthe sharpest being ten degrees. The heav-lest grade is thirty-four feet to the mile. The road is double-tracked throughout, solidiy built and heavily ballasted.

The motor cars are of two types, the closed and the open. The closed cars are heavy baggage cars, and four are already in service. The closed motor cars are forty-two feet long over all, and are built extra heavy, weighing each, when fully equipped, over thirty tons. Two of the four have two motors, on one truck, while the two others have four motors, two on each of the two trucks. The motors used are the general electric, 2,000 machines especially designed for heavy work, and especially designed for heavy work, and are similar to those in successful use on the Metropolitan elevated railway in Chiago. They are water-tight and fireproof. wires by means of a troiley provided with a wheel having an extra deep channel to the motors through a general electric series parallel controller, set up on the right-hand side of the platform. The ress, the express trains consisting of a

baggage motor car with open trailers, the accommodation facilities being furnished

Some Interesting Tests. "The tests made on this line are of considerable interest." says Mr. Speed, "The first showed that the motor car alone or with a small load could run at a higher speed than that attained by ordinary express locomotives, and maintain the speed without difficulty and without apparent ef-fort. This test gave rise to some exag-gerated newspaper reports as to the speed attained. Subsequent tests were made with the locomotive or motor car as a gerated newspaper reports as to the speed attained. Subsequent tests were made with the locomotive or motor car as a freight hauler, and not less than fifteen heavily loaded freight cars were easily moved and carried along the line at a high rate of speed. So far everything was sat-isfactory. Since then fifty miles an hour has been reached in another test. "Electrical engineers appear to be quite

of electric motors by the Baltimore and AMONG Ohio Company for the tunnel service is most interesting, and likely also to be instructive. It is only proper to say, however, that the action of this company in selecting electricity for this service was

selecting electricity for this service was not prompted by considerations of economy, but was due to the fact that with the smoke and gas from ordinary engines the tunnel could not have been properly ventilated.

"This tunnel is the longest soft-earth tunnel in the world, as it is nearly a mile and a half from portal to portal. The approaches make the distance on which the electric motors are used three miles. When the railroad company had concluded that good ventilation could only be secured by the adoption of electric motors, a contract was entered into with the General Electric Company guaranteeing that these locomotives would do the work satisfactorily.

"In speaking of the

these locomotives would do the work satisfactorily.

"In speaking of the successful tests on this tunnel line by means of the first of the locomotives delivered by the General Electric Company, Dr. Duncan, president of the American Institute of Electrical Engineers, recently said: There are in the United States a number of tunnels whose operation is anything but satisfactory at present which can be equipped as the Baltimore tunnel is."

FRIENDSHIPS OF ANIMALS.

Horse and a Hen, and a Dog, a Goose and a Lioness.

rom an Exchange. Why it is that animals have such a grea dislike for solitude and have fits of loneliness when shut up by themselves away from any other living being is something no one has been able to explain. Yet it is the fact that all animals yearn for com-

Remarkably strange and curious are the friendships animals form. Horses chum with cats, dogs with geese, and there are two capital stories, one of how a horse and a hen, the other of how a dog and a hen became fast companions.

The horse and the hen happened to be the only occupants of a large orchard, and got to know each other and seldem were to got to know each other and seldem were to be found apart. The hen's favorite method of showing her friendship was to approach the horse with a cackle of joy and rub gently against his legs, the sagaclous equine looking down upon her kindly and standing perfectly still in a well-satisfied manner as the feathered wings fluttered about his legs.

In ore of the farms just over the border line of the supported that the border line of the supported districts the border.

In ore of the farms just over the border line of the annexed district a hen became so chummy with a valuable retriever that she actually laid her eggs and hatched her chickens in the dog's kennel, and the four-footed beast enjoyed it immensely. He would guard by the hour the eggs, and later the little chickens, and when he had occasion to go in and out of the house he would move with the greatest of care, so as not to disturb his feathered friend.

Geese and dogs are apt to be very fond of each other. There is a story of a goose that was rescued by a mastiff from the attack of a fox and was so grateful that it could not show the dog enough attention.

tack of a fox and was so grateful that it could not show the dog enough attention. It left all the other geese of the farmyard and stayed by the dog day and night, accompanying him daily as he wandered over the farm. When the dog fell till the goose never once left the kennel, and in its devotion it would have starved to death if a handful of corn had not been brought to it every day. every day.

The friendship between the horse and the

stable cat has been many times remarked, and it is well known that if for any reason the stable cat is killed or taken away the horse will get impatient and nervous over

norse will get impatient and nervous over it.

A remarkable case is on record of one of the derby favorites a few years ago, Galeopsis, who some months before the race got into a state of positive melancholia which was rapidly pulling him down. Veterinarians examined him and found that his trouble was purely a nervous one, brought about through excessive loneliness. Nothing could be done for him until a shrewd stable hand happened to suggest animal companionship. A goat and a kid were introduced into the stable with great success, and the race horse picked up, so that on the day of the event he was able to make a fine showing.

An eye witness of this describes Galeopsis' satisfaction as follows: "Galeopsis seemed to take much interest in them un-

An eye witness of this describes Galeopsis's satisfaction as follows: "Galeopsis seemed to take much interest in them until the goat died, but the kid remained, and the horse new vastly diverted himself by lifting the little creature up by the back of its neck with his teeth, putting it down in the manger, carefully placing it on the ground again after a while, and then repeating the operation."

There was once a lioness in the Dublin Zoological Gardens who had arrived at an

There was once a lioness in the Dublin Zoological Gardens who had arrived at an advanced age and was so feeble that she was unable to drive away the rats that used to annoy her by biting her feet. The trainer at last evolved the scheme of putting a good rat terrier into her cage. She received the dog at first with an angry growl and decided symptoms of aversion, but as soon as the little brute graphed the but as soon as the little brute grabbed the out as soon as the little brute graphed the first rat and shook the life cut of it, she began to understand what he was there for, and at once took a great fancy to him. She craxed him to her side, put her paws around him, and night after night the little terrier used to sleep close up to her, both in a state of mutual, great content.

VALUABLE WAGON DOGS. Fox Terriers Are Valued and So Are Bull and Skye Terriers.

From the Chicago Tribune.

Fox terriers are favorites as wagon dogs They are easily trained, cute, companionable, affectionate and willing. Many butch ers, bakers, grocers and laundrymen have them, and find them useful, especially in guarding the wagons while drivers are delivering parcels. They are of service, too, as watchdogs, for their ears are keen and their tongues sharp when strangers approach at night. Frequently they are made to work when they think they are playing, and not infrequently they prove of real value in preventing mischief. A laundryman on Wrightwood avenue has a pair of the brightest of fox terriers, and has taught them to haul small baskets of into the office, where the packages are arranged alphabetically on the shelves for the convenience of the delivery clerk. The same dogs "run wid de machine." sight when the driver returned. The linen was recovered and the thief let off with a beating, for which he will long remember

hat driver. Not less valuable as wagon dogs are bull terriers, skye terriers and what are generally known as "Scotch" terriers. The latter is a variety that seems to include all dogs that are small, saggy and yellow. Sometimes they prove possessed of really wonderful intelligence, as was the case of the "wagon boss," owned by a butcher, whose place of business is in West Madison street. The dog had ridden so long beside the driver of the two-wheeled cart that he knew where every customer lived. that he knew where every customer lived, and would show impatience of the liveliest and would show impatience of the liveliest kind if the driver, for reasons he could not impart to his brute comrade, did not stop at each familiar gate. Finally, the driver, an observant sort of genius, adopted the plan of making expianations. For instance, if Mrs. Smith had said yesterday that she would not be at home today and that the butcher need not call, the driver, reaching Mrs. Smith's gate, would turn to the dear and say aloud. "She's not at home the dog and say aloud: "She's not at home today." The dog got in the habit of looking for explanations, and when they were forthcoming would accept them as due and lices of

satisfactory.

One day "Laddle," left alone in the cart, had a chance to listinguish himself, and he proved equal to the occasion. A passing fire engine scared the rather skittish pony hitched to the cert, and a sharp runaway was seen in progress. "Laddie," so the driver tells the story, selzed the reins, and, bracing himself against the daskboard. There was a great crowd at the ball grounds, and Harry Stevens was colning cash out of score cards. Harry is not only exceedingly nettive in a business sense, but he has a winning tongue and an undying afrection for unadulterated English. When a big man leaned over and thrust a nickel under Harry's nose and said. "Say, ain't my money no good?" the Pittsburger merely observed that it probably was, if there was enough of it, and went on serving other customers.

"Maybe you think I ain't got no money," growled the man.
"I think, sir," retorted Harry, in his moothest, "that if the size of our pile is to be measured by your knowledge of ring English language, you must be dead broke."

The B. and O. Tunnel.

"Under these circumstances the adoption is lactory. Since then lifty miles an hour ground with all his might, but his teeth slipped on the growled that at this time, for local think, then, for local think at this time, for local think, then, for local think the was accomplishing little, when around the near-set corner the pony dashed, and over went the over steam bocomotives. But this, I had been reached in another test.

"Electrical engineers appear to be quite well agreed that at this time, for local trails, with constant traffic and frequent stops, there is a great advantage in electric to over steam bocomotives. But this, I had been reached in another test.

"Electrical engineers appear to be quite well agreed that at this time, for local trails, with constant traffic and frequent stops, there is a great advantage in electric to over steam bocomotives. But this, I had be substituted on a road previously operated by steam. But these customers was not running very fast, and the dog managed to catch the reins, which were destrictly as really been substituted on a road previously operated by steam. But these customers was not running very fast, and the dog managed to catch the reins, which were destrictly as really been substituted on a road previously operated by steam. But these customers was not running very f bracing himself against the dashboard bracing himself against the dashboard, pulled with all his might, but his teeth slipped on the greasy leather and he was accomplishing little, when around the nearest corner the pony dashad, and over went the eart, "Laddle" with it. The dog was on his feet in an instant and in hot pursuit. The pony, greatly impaded by the cart dragging along on the side of one wheel

THE

CANUCKS Y OSEMITE RECLAIMED THE REINS OF OFFICE

A Tiny Village With Attractive Sur-Troop of Cavalry, is in

Correspondence of The Evening Star. Capt. Alexander Rogers of the fourth

NORTH HATLEY, Quebec, Canada, September 1, 1895. Given a map of Canada and told in a general way where to look for this place, it is doubtful if you could find it, so small a space does it occupy commercially, ye it is not far from the center of civilization, lying on the sloping shores of picturesque little Lake Massawippi, but a short distance north of the Vermont border, and only separated from Lake Memphramagog by the Massawippi range of mountains. It is brought into touch with the outside world by its two daily trains between the

roundings-Good Times

This tiny village, boasting a post office, general store, two churches and temperance hotel, whose host is a character, is at one end of the lake and also for a short at one end of the lake and also for a short distance on tiny Massawippi river. The Indian meaning of this word is "lake of the deep waters;" in parts its depth cannot be sounded. Its one straggling little street has houses of various shapes and sizes scattered along it at intervals, and across the bridge, which spans the river as it runs from the lake is Dreamland Park, with its summer house swings and tables free from the lake is Dreamland Park, with its summer house, swings and tables free to all comers and pleasure seekers. The hills slope in pretty curves and dells to the lake side. The various bays and inlets, varied by the wooded points of silver birch and sugar maple in all directions, make its waters very interesting and attractive for boating, the chief occupation and delight of the summer resident.

North Hatley's early settler was one

for boating, the chief occupation and delight of the summer resident.

North Hatley's early settler was one LeBaron, son of the hero of the much-read "Nameless Nobleman," who, wandering from Plymouth, pitched here his tent and set up his household gods. His descendants, of the same name, form by far the largest portion of the present habitants. In the old graveyard, a couple of miles south, lie peacefully the remains of the carly fathers, with quaint inscriptions on the tombstones, some still legible.

The genial bishop of Maryland has been spending the summer here with his family, and much pleasure and profit have been derived by those fortunate enough to have heard him preach in the little church built which we have been the summer here with the same have heard him preach in the little church built which the comment of the little church built which we have the same and profit have been derived by those fortunate enough to have heard him preach in the little church built which the comment of the little church built when the comment of the little church bu

eard him preach in the little church built hiefly by the efforts of Baltimore people. chiefly by the efforts of Baltimore people. Small as this place is, it has been for several years the favorite summer camping ground, so to speak, of a number of New Yorkers, Baltimoreans and Washingtonians and by a few of the creme of Montreal society.

Boating, bathing and driving are the favorite amusements, varied by al fresco high teas along the lake shore, bowling on days too windy or stormy to venture on the water, and private theatricals.

Two enterprising Washington ladies who

days too windy or stormy to venture on the water, and private theatricals.

Two enterprising Washington ladies, who have a charming cottage across the lake on a point of land which catches every breeze, have started a circulating library, and every morning, during the prescribed hours, its room resembles a club, so popular is it—a sort of starting place for everything.

The beaux of Sherbrooke, the county town, nine miles north, have a fine canoe club house here. Last Saturday it was the scene of great excitement and gayety, as the first boat races ever attempted on Lake Massawippi were rowed under its auspices. All the beauty and elite of Sherbrooke were present, the weather was proplitious, and the affair, beginning with a salling race, followed by ladies' canoe race, boat race, swimming match, hurry-scurry, etc., were hotly contested. A "bonnet dance" in the evening, when the prizes were distributed, marked a most successful affair.

The drives in all directions are fine, and so numerous that it is claimed one can take a different one daily for a month. A very popular one is entirely around the lake, a distance of twenty-two miles.

take a different one daily for a month. A very popular one is entirely around the lake, a distance of twenty-two miles. Another is over the first small mountain range westward, when one has facing Mt. Orford, the highest elevation in Canada east of the Rockles; Owl's Head and Mt. Elephantus to the south, whose trunk shelters Lake Memphramagog. To the southwest rise the outlying ranges of the Green and White mountains. From the summit of Mt. Orford one can see thirty-live lakes. On the top of Bean Hill, after ascending an almost perpendicular hill, one has another glorious view eastward, looking toward Maine, straining one's eyes to find a defined difference between that and the queen's dominions.

If a good climber, another fine view can be obtained after crossing the lake and going Markey Wheney Research.

resting place, where the price for a week's board averages about what is paid for a day in a hotel at home. The country around here is just now

agog over the annual county fair, to be held next week at Sherbrooke, and every farmer is engaged stuffing his cattle in hopes of securing a prize for the finest and largest specimen of its kind.

est specimen of its kind.

The season has been a very successful one, but soon we shall be but a small company of non-residents to enjoy the changing foliage and Indian summer.

MAYBEE.

ST. LUKE'S CHURCH.

The Improvements Completed - The Vacant Rectorship. St. Luke's Protestant Episcopal Church, which has been undergoing repairs since last December, has been reopened. bundled clothing from the wrapping room The congregation has been worshiping in Parish Hail while the church was being remodeled, but have now returned home Many improvements have been made in the church edifice. The rear wall has been same dogs "run wid de machine," accompany the wagon, and once, when a sneak thief snatched a big bundle of linen from the open rear door of the wagon, they left their posts, overtook the culprit and so impeded his progress that he was still in the wide the discrete that the church edifice. The rear wall has been taken down and rebuilt, under the direction of Building Inspector Brady. The chancel has been lowered about two feet and has been handsomely ornamented. The rector's room has been placed on the west side and the organ has been built on the south side of the church. The vestibule has been enlarged and takes in the whole width of enlarged and takes in the whole width of the building. The steps leading from the church to the parish hall have also been lowered and are now on a level with the church building. Since the retirement of Pr. Alexander Crummell from the rector-ship of the church—which position he held for a quarter of a century—Rev. Dr. Barr, who was designated by Bishop Paret, has been officiating. Easter Monday the vestry of the church extended to Dr. William V. been officiating. Easter Monday the vestry of the church extended to Dr. William V. Tunnell, professor of English literature in Howard University and rector of King's Hall Chapel, a call to the rectorship, and since then he has been officiating for the congregation. Dr. Tunnell has not accepted the call extended him, though the vestrymen have been making extraordinary efforts to have him accept. Dr. Tunnell was for many years rector of the St. Augustine P. E. Church of Brooklyn, N. Y., and resigned from the rectorship to accept of the chair of English literature in Howard University. If Dr. Tunnell concludes to accept, the church will have the services of one of the most scholarly and emone of the most scholarly and em ment divines of the colored race

Her Mental Condition.

Rebecca H. Doyle today petitioned for an inquiry, by a marshal's jury, into the mental condition of her widowed mother, Ruth Johnson, who is said to be of unsound mind. The estate of the unfortunate woman, mostly real estate, located here, is valued at not less than \$5,000. The peti-Values at not less than \$5,000. The petitioner states that she, George E. Johnson and Ruth V. Mitchell, are the only living children of her mother. The appointment of some suitable person is asked as the committee of the person and trustee of her mother's estate.

To Enforce Judgment. A bill in equity to enforce a creditor's bill of \$646.48 on the personal estate of the late Charles O. Moore was filed today by Moore, the beneficiary and executrix of the deceased. Whitefield McKinlay against Mary

A Canadian Resert Where Simplicity The Sheep Herder Driven Out and the Mr. J. Nota McGill Installed as Register of Park Patrolled.

Report of Capt. Rogers, Who, With a

cavalry and acting superintendent of the Yosemite National Park, has filed with the Secretary of the Interior his first annual report. Leaving the Presidio May 9 of this year troop K of the fourth cavalry, in command of Capt Rogers, marched to the park, reaching there May 21. One of the first things done was to send notices to be put up in all the post offices anywhere near the park to warn all possible trespassers that the government authorities intended to protect the park without any triffing. Details under command of commissioned officers were at once sent out to patrol the park. In the southeastern part of the park the snow melts early in spring and sheep men drive their flocks in there. Five herders were caught, their flocks driven out and the men admonished never driven out and the men admonished never to appear in the park again. The patrols now traverse the region so frequently that the sheep men stick close to the boundary, and if they come in over the line keep scouts out to warn them of the approach of troops, when they at once drive out. Three herders were caught in the southwest corner of the park and warned off. In the northern part of the park 20,000 sheep were driven off and fifteen herders captured.

The sheep country is extremely tough, and Capt. Rogers says special mention should be made of the effective scouting done by Lieuts. Benson, McClure and Smedberg, who have penetrated regions never before seen, and where the ground was so rough horses had to be abandoned. Much hardship is caused by the deep snows which make the high trails impassable until well

make the high trails impassable until well on in summer. Lieutenant McClure has prepared an excellent topographical map of the park, which is regarded as the most accurate yet produced. It will be photographed by the Interior Department. The few cattle in the park are there under leaves. Cattle do little injury, and the owners, as a rule, are Americans who take pride in preserving the park as it is. Two of the cattle men have withdrawn entirely from their leased land.

Game in the park is increasing. It is not easy to catch people who shoot within the make the high trails impassable until well

Game in the park is increasing. It is not easy to catch people who shoot within the boundaries, but it is believed little destruction of game is practiced by tourists or residents. The California fish commission has planted 30,000 eastern trout in the streams in the park this season, and a hatchery has been established there.

The proposition to cut down the park along its southeastern boundary, as provided in a bill introduced in Congress by Mr. Caminetti, does not receive Capt. Rogers' indorsement. There are mineral resources there, but there are also many natural beauties that should ciaim that the park should include them.

The regulations governing the conduct of visitor; have remained unchanged for twenty or more years. Capt. Rogers asks that they be amended so as to enable him to require that visitors leave all firearms, traps, nets and tackle outside the boundaries. He also asks that penalties be fixed for trespassers. There are none now, and all that can be done is to expel any

deries. He also asks that penalties be inx-ed for trespassers. There are none now, and all that can be done is to expel any one who commits any act of trespass or destruction. The greater number of tres-passers are Portuguese or Frenchmen of the lowest order of existence, and they are rough and lawless, showing no respect for a law that provides no penalty.

rough and lawless, showing no respect for a law that provides no penalty. "Under the influence of fear and force," says Capt. Rogers, "they are as meek a lot of villains as ever stole government grass, and the knowledge that a few of their kind had gone to prison for trespassing on the park would keep most of them outside its borders."

The report urges a new and complete survey; suggests that signs and boundary marks be established, and indorses the marks be established, and indorses the proposition that the government should ac-quire all lands within the park that have

been patented to individuals.

Marriage Licenses. Marriage licenses have been issued to the following: Edward W. Alsop and Alice G. Auld; Lyman J. Maxwell and Grace J. Miller; Harry F. Saumering of St. Mary's county, Md., and Emma R. Quackenbush slorious view eastward, looking toward Maine, straining one's eyes to find a defined difference between that and the queen's dominions.

If a good climber, another fine view can be obtained after crossing the lake and going up Kezar's Pinnacle, as the highest peak of the Massawippi range is named.

Two little steam launches ply the nine miles of lake shore from North Hatley to Ayre's Flats, and an afternoon trip on one of them is a favorite form of entertainment.

of them is a favorite form of entertainment.

Even here it is feared that ere long the summer visitor will bring his or her sisters and cousins and aunts and make it fashionable, for several improvements and new buildings are talked of for the coming season.

The inhabitants, and also the Canadian summer visitors, are much pleased that the Americans, as the people from the states are called, have discovered this ideal resting place, where the price for a week's board averages about what is paid for a day in a hotel at home.

Va.; Thes, F. Smith and Mary E. Murtagh; Wm. H. Ahline and Mary V. Cecil; James L. Davis and Della W. Woodcunft; Hugh L. Apple and Rosa J. Firor; Wm. J. McLean of this city and Almira Sweeter of Baltimore, Adi; Edward Lanier of Philadelphia, Pa., and Cora Sutton of this city; Wm. H. Anderson and Claudia M. Gilbert; John H. Berry and Gertrude Kennedy; Joseph W. Hutchinson and Laura V. Johnson; Eddy W. Persons of this city and Allille H. Smith of Brooklyn, N. Y.; Wm. M. Garrison and Laura V. Clarke, both of Prince William county, Va.

Thefts Reported.

Isaac G. Thorne, No. 1711 New Jersey avenue, reports that he left an open-fac gold watch in a bath room in the National Union building a few days ago, and when he returned for it he discovered that some bedy had taken it .-- James A. P. Crisfield of No. 2023 I street reports the theft in De-cember last of a gold bracelet, set with six diamonds.—Robert H. Wood reports sto-len from No. 225 E street northeast a la-dy's gold watch, gold chain, pair of earrings, three gold rings and twenty pearls.

Mary A. McGran's store at 113 D street was entered yesterday and robbed of cigar ettes, candy and 60 cents.

DISTRICT GOVERNMENT.

Wants It Improved.

The Commissioners have received a letter from R. W. Walker, requesting that 1st street between Pierce and M streets north-west be included in the schedule of streets to be improved next year.

Gone to Illinois. Commissioner Ross left last night for his old home in Illinois to see his father, who is dangerously ill and not expected to live. For a Double Track.

President J. P. Clark of the Washington and Great Falls railroad appeared before the Commissioners this morning and obtained a permit to run a double track in the middle of Prospect street between 36th and 38th streets. The permit is of the reg-ulation kind, with the provisions against accident, protection of the work, etc. Firemen's Shirts.

Owing to the fact that blue is unstable. the Commissioners today, upon the recommendation of Chief Parris, ordered that the color of the uniform shirt worn by firemen be changed to gray. To Enforce a Creditor's Bill.

Melchior B. Strickler teday filed a bill in equity against Mary Russell to enforce a creditor's bill of \$350 on part of lot 8. square 876, of the estate of the late Thos. F. Russell. The bill is alleged to be due for professional services said to have been ren dered the deceased. Slightly Hurt.

was knocked down by a horse and buggy near Pennsylvania avenue and 3d street blame was attached to the driver, G. W. Swain, and he was not arrested. The Union Republican Club. Mr. Thos. J. Lasier, president of the Union Republican Club of this city, has

been accredited by the club's executive

Last evening Mrs. Ewing, who lives at

he corner of 3d and D streets southeast,

committee as a representative of the club at the meeting of the New York Republican State League, to be held tomorrow at Bing-hamton, New York. Mr. Lasier will leave for Binghamton tonight Colonel John S. Prince, the father of Mrs.

He is the Twelfth of a List of Able Officials-Old Employes

Mr. J. Nota McGill, whose appointment as register of wills was announced last

Friday, appeared at the city hall this

morning, and, after taking the oath of office before Judge Cox, relieved Col. Levi P. Wright, the retiring register, who has held the office since September 1, 1890. There was no ceremony attending the transfer of the office, the new register merely exhibiting to his predecessor his commission, a certified copy of the oath of office and his bond of \$5,000, approved by Chief Justice Bingham of the District Supreme Court. Then the formal transfer of the office and its records took place, Col. Wright warmly congratulating his successor and wishing him all success, and Mr. McGill, in returning his thanks, highly complimented Col. Wright upon the success he had attained in the conduct of the

cess he had attained in the conduct of the office. The first official act of Register Mc-Gill was the reappointment of Dr. Michael J. Griffith as his deputy.

In conversation with a Star reporter Mr. McGill stated that he would devote the day and probably many more in familiarizing himself with the affairs of the office and in becoming acquainted with his employes. He at the present time contemplated making no changes in the personnel of the office, and did not now know that he would make any. Mr. McGill said he wished to thank The Star for its kind expressions, and all others who had spoken kindly of his appointment, and remarked that he would endeavor to so perform his duties as to merit a continuance of such kindly expressions, and would be glad to receive any suggestion which would tend to make his administration of the office all that it should be.

The Twelfth Register.

office. The first official act of Register

The Twelfth Register.

Mr. McGill is the twelfth register of wills the District has seen. The first one was John Hewitt, who was appointed by President Jefferson in April, 1801. He served until his death, in July, 1818, when he was succeeded by John B. Blake, who was appointed in July, 1818, by President Monroe, He dicd in August, 1819, when Henry C. Neale was appointed by President Monroe. Mr. Neale held the office until his death, in April, 1836, when Edward N. Roach was appointed by President Jackson. October, 1861, President Lincoln appointed Moses Kelly as Mr. Roach's successor, but he fail-ed of confirmation although the held-Kelly as Mr. Roach's successor, but he failed of confirmation, although he held the office until August 7, 1802, when President Lincoln appointed Zenas Robbins. Mr. Robbins continued in office until November 3, 1866, when President Johnson appointed James R. O'Beirne. President Grant appointed Amos Webster April 16, 1869, and President Garfield, July 2, 1881, removed Col. Webster by the appointment of Hiram J. Ramsdell. This was the very day that President Garfield was shot down by Gulteau, and Mr. Ramsdell's commission is said to have been the very last one signed by him. by him.

Fees and Salaries.

Until the removal of Col. Webster the office of register of wills was understood to be held during the good behavior of the occupant of it, and it is said that Col. Web ster was on the point of contesting the right of the President to remove him without or the President to remove him without cause, when he was informed by his counsel that under the tenure of office act the register held office during the pleasure of the President. August 9, 1886, President Cleveland appointed Dorsey Clagett as register, and September 1, 1890, Col. Levi P. Wright, who was relieved by Mr. McGill today, was appointed by President Harrison.

today, was appointed by President Harrison.

Until December 31, 1892, the register of wills, like the recorder of deeds, was compensated by the fees received by him, he paying his clerical expenses. But July 14, 1892, Congress provided that after the former date his salary should not exceed \$1,500 a year and that of his deputy should not exceed \$1,500 annually. The number and compensation of his employes were placed as previous to the passage of the act, except that temporary clerks or copylists were allowed, as the business of the office required.

office required.

Dr. Griffith, the deputy register of wills, was appointed by Col. Webster in the fall of 1876, and has held the office ever since.

LAST NIGHT'S ECLIPSE.

It Occurred on Schedule Time and The eclipse of the moon, billed for Washington last night, occurred on schedule time and was a success in every way. It was observed by the astronomers on duty at the naval observatory, but to them had no particular significance, as there were no phenomena in connection with the event. Prof. Hill of the observatory utilized the eclipse and the darkness which it brought in the heavens to conduct a search for the new comet, which was reported August 20. Owing, however, to the comet being very indistinct and to a lack of exact informa tion as to its whereabouts, together with the short period of darkness allowed by the eclipse, Prof. Hill was unable to locate the comet. It is supposed that the comet is a periodical one, but the astronomers have not yet determined which one of the periodicals it is. It will be impossible to do very much toward locating the visitor until moonless nights come again.

One Citizen's Experience.

Mr. D. R. Goodloe has written the following statement to The Star: "I awoke last night after 1 o'clock, and recollecting the eclipse I went to the window. The sky was clear. The stars shone brightly, but the moon, though visible in its whole round form, had a muddy, reddish its whole round form, had a muddy, reddish color, such as it is seen to have when near a hazy horizon. I was disappointed. I expected to see it wear a darker hue. I could see that it had passed the middle of the eclipse, since it was much brighter on its eastern edge than on the western. The bright part was below the middle of the east side and the dark part above the middle of the west side, but gradually the light rose up and the dark part dropped down, so that when the shadow began to go off it was near the top that the face of the moon began to show itself.

"According to the almanac, the shadow was upon the moon three hours and fiftytwo minutes, while the total eclipse lasted

two minutes, while the total eclipse laster one hour and forty-one minutes; so that one nour and forty-one minutes; so that there was a margin of shadow at the moment of the middle of the totality almost as wide all round as the diameter of the moon. The astronomers tell us that the diameter of the moon is something more than a fourth of that of the earth, and it would thus appear that the shadow of the earth is no broader at the distance of the earth is no broader at the distance of the moon from the earth than the diameter of the earth is long. So it seems to the scientific mind.

"Another discovery I made which left no doubt on my mind, namely, that my left eye is stronger than my right. Both have een in use a great many years; but why been in use a great many years; but why the right eye has suffered more from hard usage than its fellow I don't know. Two half-fledged young roosters flattered them-selves that they had made a discovery also, when the shadow began to leave the upper rim of the moon. They mistook it for day-breek and crowed lustily. But their fathers and uncless knew better and kant silent? and uncles knew better and kept silent.

MRS. HOOVER'S COMPLAINT.

Her Husband Must Now Stay Away Judge Cox today granted Mrs. Mary L. Hoover's application for an injunction re-

straining her husband, Thomas G. Hoover, during the pendency of the suit for divorce any way interfering with, or molesting her, or visiting her home, 1723 5th street. Both parties claimed the property, but Mrs. Hoover's attorney, Mr. W. P. Will iamson, exhibited title deeds showing that iamson, exhibited title deeds showing that it had been conveyed to her by outside parties, and that the preperty was her own separate estate. The defendant's counsel, Messes. Campbell and J. McD. Carrington, contended that Mr. Hoover furnished the funds for the purchase of the ground and for the erection of the houses on it. Judge Cox, however, decided that Mrs. Hoover had made out a prima facle case, and accordingly granted the injunction. Morgan of 1633 Massachusetts avenue northwest, died this morning at St. Paul, Minn.

THE EVENING STAR

has a Larger Circulation in the Homes of Washington than all the Other Papers of the City Added Together. because Stands Up Always for the Interests of ALL THE PEOPLE of WASHINGTON:

does not Strive to

Divide the

Community into

and Array

Classes.

one class Against

the others:

Contains the

Latest and

Fullest Local

and

General News:

and

Surpasses all the

Other Papers in the City

in the Variety

and Excellence

of its Literary Features.

Literally Goes Everywhere, and is

Read by

Everybody. It is,

therefore, as an

Advertising Medium,

B Peer,

without

Cost or Measure

of

Whether

Publicity

Considered.